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Hongkong Daily Press.

ESTABLISHED 1857

No. 16,370. 二月十一日星期二 HONGKONG, TUESDAY, OCTOBER 11TH, 1910. 二月十一日星期二 HONGKONG, TUESDAY, OCTOBER 11TH, 1910. 二月十一日星期二 HONGKONG, TUESDAY, OCTOBER 11TH, 1910. 二月十一日星期二 HONGKONG, TUESDAY, OCTOBER 11TH, 1910.

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[1472]

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Hongkong, 1st April, 1909. [1132]

1001

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Hongkong, 10th October, 1910. [1153]

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Hongkong, 10th October, 1910. [1159]

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All letters for publication should be written on
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BIRTH.

On October 1st, at Soochow, to Rev. and Mrs.
PALMER CLIBY DU BOSE, a son (Eugene
Zemp).

DEATHS.

On October 3rd, at Shanghai, SARAH RACHEL,
beloved wife of Insp. E. H. Lynch, Wayside
Station, aged 40 years.

On October 3rd, at Shanghai, BERTRAM
SMITH, engineer, Hontsin-Hankow Railway.

On October 3rd, at Shanghai, HELENA
CHRISTINA, only child of Mr. and Mrs. D.
Wardon, aged 10 months.

HONGKONG OFFICE: 10A, DRS VUGT ROAD C
LONDON OFFICE: 131, FIFTH STREET, EC

The Daily Press.
HONGKONG, OCTOBER 11TH, 1910.

GREAT satisfaction is derived in Peking from the telegraphic news that part of the Peking-Hankow Redemption Loan, amounting to £450,000, bearing interest at 7 per cent., has been issued in London at 108. What gives especial pleasure is that the loan is not encumbered, like previous foreign loans, with special securities, restrictions and provisions for preferential treatment of the financing country. "It is extraordinarily significant to note," says a semi-official Peking contemporary, "that the issuance of the present loan in the London market has only the national credit of the Empire as its security, and carries no preferential clause to the loaning nation." From the same source we learn that the loan is financed by the City and Midland Bank at the instance of the Chiao-Tung Bank of the Ministry of Posts and Communications. The loan is stated to have been "several times oversubscribed." This is, of course, regarded as eloquent testimony to the faith in China's national credit which obtains in financial circles in England, and now that

a beginning has been made with the negotiation of loans in this way with a degree of success which the Chinese Government scarcely dared to anticipate, further ventures of the kind are foreshadowed. If there is found to be a ready sale for these Chinese Government bonds in London, "it is understood, that this may serve in the near future as an opening wedge for the successful flotation of a big loan to be employed in the extensive development of the national resources." Reuters' telegram announcing the success of the Peking-Hankow loan mentioned that it had been subjected to some criticism. This is discounted in Peking by the cheap answer that such criticism is inspired by some persons interested in the imposition of conditions detrimental to China's political and economic status. This is absurd. All the capitalist is concerned about is the safety of his money, and most students of Chinese affairs will, we think, agree that financiers who lend China large sums of money simply on the security of the national credit of the country at the present time are taking a risk which scarcely seems justified. That, however, is their affair, and China is naturally pleased to find financiers who have such abounding faith in her financial stability. Possibly the successful flotation of the Peking-Hankow loan on such terms has some bearing on the recent refusal of the Chinese Government to take up the Canton-Hankow Railway loan from the four foreign syndicates interested. At the conference on the subject—which took place at Peking about ten days ago—telegraphically reported by our Peking correspondent, we observe that H.E. SHENG KUNG-HAO, Vice-President of the Ministry of Posts and Communications, criticized the terms offered, and would not agree to take up the loan, "urging the promise to the gentry not to employ foreign capital." The real reason, of course, is that the Yuen-tuan has now some reason to believe that the money can be raised in the open market on better terms. From the first there has been a provincial agitation against the employment of foreign capital, but it has been made very clear that the objection has been not so much to the source from which the capital is obtained for railway undertakings now generally recognised to be desirable, but rather to the terms and conditions on which foreign capital has heretofore been obtained. If the money necessary for the construction of the Canton-Hankow railway were offered on the sole security of the national credit of the country we should hear nothing further of the "promise to the gentry not to employ foreign capital." Possibly this is "the big loan" foreshadowed by the semi-official organ of the Wai-wu-pu. It will, at least, be hoped that these important railway undertakings will not be "hung up" until China is in a position to proceed with them without the aid of foreign capital.

Major C. C. Cobbe, East Kent Regiment, has been appointed Commandant of the Detention Barracks at Hongkong.

The Empress steamers are announced to sail on the dates shown in the C. P. R. Co's advertisement at 7 a.m. in future instead of 6 p.m.

Six Patrick Manson, F.R.S., who this month completes his 65th year, is shortly retiring from the post of Medical Adviser to the Colonial Office.

Two Chinese and one Portuguese case of exterior fever were the only cases of communicable disease reported in the Colony of Hongkong last week.

A Chinese woman from 246, Hollywood Road, was ordered by Mr. E. R. Hallifax at the Magistracy yesterday to pay a fine of \$230 for being in possession of a quantity of opium. The alternative was eight weeks' imprisonment.

A boy employed in the lower bar of the Stag Hotel was charged before Mr. J. R. Wood at the Magistracy yesterday with stealing 70 cents worth of whisky. The offence was proved and he was sentenced to fourteen days' imprisonment.

Mr. K. von Wiser, the Austrian Consul, charged four chair coolies before Mr. E. R. Hallifax at the Magistracy yesterday with disobeying lawful orders. The defendants were found guilty, and ordered to pay a fine of \$5 each.

The return of visitors to the City Hall Library and Museum for the week ending the 9th October shows that of non-Chinese there were 363 to the Library and 224 to the Museum, and of Chinese 143 to the former and 3,015 to the latter. The Library was, therefore, used by 506 persons and the Museum by 3,239.

A Chinese was charged before Mr. J. R. Wood at the Magistracy yesterday with breaking into the cook house of No. 64, Queen's Road, and stealing a copper pan and spoon valued at \$6. The offence was proved, and the defendant was sentenced to one month's imprisonment and four hours' stocks.

Captain Cheung Ching Pang arrived in London last month from Peking to attend the British Army manoeuvres on behalf of the Chinese Government.

The St. Andrew's Society of Shanghai disburses more in charity than does the Hongkong Society. The disbursement during 1909-10 in Shanghai amounted to \$1,726.44.

Col. E. J. Cooper, C.B., M.V.O., D.S.O., has been appointed to command the troops in North China, with the temporary rank of Brigadier-General, in succession to Col. W. H. H. Waters, C.V.O., C.M.G.

According to the reports of the provincial authorities to the Naval Department, the Chinese fleet consists of 214 ships all told, of which 17 are armoured cruisers. The majority are out of repair and useless.

Three Chinese, one a district watchman, were charged before Mr. E. R. Hallifax at the Magistracy yesterday with refusing to pay their tram fares. The watchman was ordered to pay a fine of \$10, and each of the other defendants was mulcted in the sum of \$5.

Sympathy is extended to Police Inspector Robertson in the death of his eldest son, aged fourteen years, at the Matilda Hospital yesterday morning. The cause of death was apoplexy, the lad being too weak to permit of an operation being performed.

The appointment of Rear-Admiral Robert H. S. Stokes (formerly Commodore at Hongkong) to be Superintendent of his Majesty's Dockyard at Devonport, in succession to Vice-Admiral Charles H. Cross, was officially announced last month. The appointment dates from 4th October.

A young married woman (Chinese) while leaving her house at 15, Tung Man Lane, about five o'clock yesterday morning to go to the Market for provisions, fell from the first floor landing into the street. An ambulance was hastily summoned and she was placed in this to be removed to hospital. On the way, she died from the injuries sustained.

We regret to learn that Mr. Dealy, Head of Queen's College, Hongkong, who went home on leave in the Spring, has been in Hospital ever since his arrival home until last month, suffering from blood poisoning, caused by being bitten by a rat on the ship by which he travelled home, the wound having been insufficiently cauterised afterwards. News received by yesterday's mail is to the effect that Mr. Dealy has now left the hospital and gone to Torquay to recuperate.

Liu Yu-lin, who has been appointed Minister to London, is at present one of the senior officials in the Wai-wu-pu. He is a Cantonese, and was educated in America. He held the post of Consul-General in South Africa during the immigration of Chinese labour for the mines, and he was the chief representative of China at the Opium Conference at Shanghai in February, 1909. He would have already attained to higher office had he not been in mourning for his father during the last three years.

The subject of an action at the Supreme Court yesterday was the return of money paid to a Chinese man to another for procuring him a passage to America. The passage had not been obtained and the action was to recover the 120 paid on deposit. The letter from the defendant to the plaintiff explaining why he had not booked a berth on certain steamers, were very amusing. In one he stated that the berth on the steamer was not good enough for his friend, and he hoped to arrange something more comfortable for him, by and by. But nothing more was heard from him. Hence the action.

Before Mr. J. R. Wood at the Magistracy yesterday a Chinese named Chung Fung Kai was charged with conspiracy. The charge showed that the defendant and three others, on divers dates between 23rd December, 1908, and 15th January, 1909, unlawfully, fraudulently and deceitfully did amongst themselves conspire, combine, confederate and agree together by divers false pretences and unlawful and subtle means, ways, stratagems and devices to obtain and acquire from Leung Po the sum of \$1,900 and \$300, and to cheat and defraud him thereof. Mr. J. H. Gardiner appeared for the defendant, and the hearing was adjourned.

Arrangements for the forthcoming Autumn Fair Meeting at Shanghai are now well in hand. The new stand is just about complete and painted white looks most attractive. The Park Mutual accommodation is this year to be increased by the addition of an extra room, and though nothing has been done as yet with regard to the Press accommodation this is having the attention of the stewards. The ricks are to be held on Tuesday, Wednesday and Thursday, 1st, 2nd and 3rd November, and not as heretofore on Monday, Tuesday and Wednesday. The last three meetings have all been attended with wet weather and it is hoped that such will not be the case at the coming meeting.

The Chinese Judges and the Attorney-General of Peking, who were in England last month on their way to the eighth International Prisons Congress in New York, were entertained at luncheon in the Trocadero Restaurant by the London Court of Arbitration, which is under the joint management of the London Chamber of Commerce and the Corporation of the City of London. Sir Albert Rollit, Chairman of the Court of Arbitration, presided and gracing those present in addition to the Chinese visitors were: Mr. F. T. Chow (Chinese Legation), Mr. Chao-chu Wu, Captain R. A. St. John (Deputy Master of the Trinity House), Sir J. Glover, Sir Herbert Marshall, Mr. W. Gillespie (Deputy Chairman of the London Court of Arbitration), Mr. E. S. Fraser and Mr. C. E. Town (Assistant Secretary of the London Chamber of Commerce).

A Chinese was charged before Mr. J. R. Wood at the Magistracy yesterday with breaking into the cook house of No. 64, Queen's Road, and stealing a copper pan and spoon valued at \$6. The offence was proved, and the defendant was sentenced to one month's imprisonment and four hours' stocks.

We learn that a Chinese gunboat sailing from Macao yesterday morning overhauled a junk and discovered underneath some general cargo the sixteen bales of raw silk stored on Friday last from the steamer Charles Hardouin while lying at her wharf in Hongkong.

The silk, which was found intact, is valued at \$16,000.

THE GREAT NICOLA.

BOXED UP BY A LIFT BOY

"Nicola! Professor Nicola!" was shouted in a stentorian voice by a policeman at the Magistracy yesterday, and for some time there was no response. The Court was filled by a Chinese crowd who appeared anxious to hear a charge of assault preferred by a lift boy against the great magician, but for a time it was thought that Nicola would perhaps baffle the Court by "vanishing into thin air." Such was not his intention, however, for the repetition of his name brought him hurriedly into the Court presided over by Mr. Hallifax. He was then charged with assaulting Hoi Lam Sam, a lift boy engaged at the Hotel Mansions, and admitted the charge.

Mr. P. M. Hodgeson (Messrs. Evans & Harston), who appeared for the complainant, stated that Professor Nicola went home on Tuesday night after the lift had stopped running. It stopped at twelve o'clock, the boys having instructions to cease at that hour. Mr. Nicola returned home too late for the lift and had to walk upstairs. On the following morning accompanied by others, he took the lift to descend to the ground floor. In the course of the descent he asked the boy why the lift was not running on the previous night, or words to that effect, practically inferring that it was the boy's fault that it was not. The boy, who was not on duty on the previous night, said, "I no savvy. Not my piddlin." Mr. Nicola, who was probably in a temper, hit the boy on the face.

His Worship—This was in the lift, while it was moving?

Mr. Hodgeson said it was. At the next landing the boy got out, and taking the lift again midway between two floors stopped it, shutting Nicola in. Mr. Nicola had probably never been boxed up in his life like that before. The boy went to Mr. Humphreys, told him what had happened, and said he had got the man safely locked up in the lift. He took Mr. Humphreys round, and in his presence got into the lift. Mr. Nicola was probably very much annoyed because he could not get out, for it appeared to be the first thing he could not get out of. He hit the boy again in the presence of Mr. Humphreys, and Mr. Hodgeson did not think he would do any assault. In this case he was going to ask his Worship to inflict a severe fine. Assaults of this kind were constantly happening, and this was a serious case. People should not take the law into their own hands and assault boys. If they had any complaint to make they should go to the proper place and make it.

His Worship (to defendant)—You have pleaded guilty to the assault. Are those the facts that Mr. Hodgeson has given us now?

Professor Nicola said that part of them were, and part were not. After his show on the first night, when he returned to the Hotel Mansions, he told the lift boy that he wanted to go up topside. The boy said, "Finished. No can do." He was very tired, of course, for he worked very hard, especially at night. He was mighty tired, and lived on the top floor, about six flights up. On the way up he went into the room of one of his assistants, who was sick, to see how he was. While there he heard a noise, and on going to see the cause of it, up came the elevator with another man. He thought it was mighty funny that the boy should take up another man, and would not carry him. He then wanted to get some water for his assistant, and rang the lift bell. The boy would not go up, but finally the lift appeared with another man who got out on the floor below. Then it ascended to the floor on which Nicola was standing, and he told the boy he wanted some water, and asked him why he refused to take him (Nicola) up, and they took two other men. The boy went down, and defendant thought he was going to get some water, but he did not. The next morning when defendant took the lift he was still mad about it, and asked the boy what was the matter. He further said that he did not wish to walk up every night, especially if others were taken up in the lift after him. The boy said he was not on the lift on the previous night, and Nicola grabbed him and turned him round to look at him. The boy got frightened, jumped out on a landing, closed the elevator and lowered it midway between two floors, where he left them. There was a lady in the lift with him, and they were in rather an embarrassing position with the Chinese standing below laughing at them. Mr. Hodgeson said he could not get out, but he could.

A friend of Nicola's, who was in Court, said the conjurer wanted to get out, but he wouldn't let him because it was too dangerous. His Worship—You have no business to touch a lift boy in a lift, Mr. Nicola.

Mr. Hodgeson pressed for a heavy fine. The defendant had no business to touch the lift boy at all. Mr. Humphreys was there, and he could have complained to him.

Defendant—I did not strike the boy at all.

His Worship—You had no business to touch him in the lift. He was the lift boy.

Defendant—I am sorry I did.

His Worship—You will pay a \$25 fine.

THE THEFT FROM THE "CHARLES HARDOUIN."

THE STOLEN SILK RECOVERED.

We learn that a Chinese gunboat sailing from Macao yesterday morning overhauled a junk and discovered underneath some general cargo the sixteen bales of raw silk stored on Friday last from the steamer Charles Hardouin while lying at her wharf in Hongkong.

The silk, which was found intact, is valued at \$16,000.

TELEGRAMS. TELEGRAMS.

[Protected by the Telegraph Message
Copyright Ordinance, 1894.]

[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS."]

THE REVOLUTION IN PORTUGAL.

LONDON, October 10th.

From Gibraltar the yacht "Amelie," being State property, sails for Lisbon.

King Manuel and his mother remain as guests of the Governor of Gibraltar, while the Dowager Queen Maria Pia and the Infante Alfonso proceed to Italy.

From Lisbon it is reported that the Government is striving its hardest to end the increasing anti-clerical agitation. Whenever priests appear on the streets they are attacked.

President Braga occupies one of the royal palaces.

Telegrams have been received from all the colonies expressing adherence to the Republic.

Ambassadors have been appointed to

NOTICE:

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

NEW ADVERTISEMENTS

SUN SHING.

THE BUSINESS of the SUN SHING is now being carried on in co-partnership by the undersigned at the usual address, No. 90, Queen's Road Central, Victoria, Hongkong, and Mr. LEUNG WING PO has been Appointed MANAGER.

The Public are respectfully solicited to continue their patronage and confidence, and their Orders will be carefully and promptly carried out.

NG HON CHI,
TSI YGM CHI,
SUM PAK MING,
PUNG HEUNG CHUN,
CHAN SING HO,
CHEUNG YUNG CHAU,
CHEUNG MAN HING,
CHAN TSZ MUN,
LEUNG HOK LAU.

Hongkong, 11th October, 1910. [1165]

FROM NEW YORK.

THE H.A.L. Steamship

"ARAOONIA," Captain Meyer, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 16th inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 10th October 1910. [1163]

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE R.M.S.P. Company's Steamship

"MONMOUTHSHIRE," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within 10 days of vessel's arrival here, after which they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st inst., at 6 P.M. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined at 10 A.M. on the 16th inst.

No Fire Insurance will be effected by us in any case whatever.

JARDINE, MATHESON & CO., LTD.

Hongkong, 10th October, 1910. [1164]

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT is now ready and contains:—

Epitome of the Week's News.

Leading Articles.

The Debate on the Colonial Estimates.

Opening of the Kowloon Railway.

Universal Penny Postage.

China's Senate.

Revolution in Portugal.

The Dalai Lama.

The Estates.

Random Reflections.

Hongkong News.

Kowloon-Canton Railway.

Impending Departure of a Popular Consul

Kulauzen (Amoy) Municipal Council

Opium Divans.

Opium Smuggling.

Indian Soldier Molests a Lady at Kowloon

Shanghai Brokers v. Speculators.

Wreck of H. A. L. Steamer "Lydia."

Municipal Enquiry at Singapore.

An Income Tax Foreseen for S'pore.

Sporting Notes.

The Peking Gambling Raid.

Hongkong Volunteer Reserve.

A Shanghai Rubber Deal.

Local Sport.

Railway Service Suspended.

Baxter Schools Sale of Work.

French Committee on the Kowloon Railway.

Lieut. Sutor's Hongkong Story.

The Wanchai Tragedy.

"Hongkong's Prosperity Menaced."

The Confucian Anniversary.

Shanghai Taots's Foreign Loans.

International Troubles in Manchuria.

Hongkong Appointments.

Pilotage at Dairen.

Trade Depression in Hongkong.

Daring Swindles.

Typhoon Damage in the Philippines.

Company Report:—

The Dairy Farm Company, Ltd.

Supreme Court.

Seven Deaths During Voyage.

Hongkong Legislative Council.

The Railway.

"Bedford" Relief Entertainment.

Smoking Concert.

Company Meetings:—

Dairy Farm Company, Limited.

The Volunteers.

Tramway Preventions.

The Depression in Trade.

Commercial Shipping.

Extra copies 30 cents each, Cash.

Copies can be posted from this Office to addresses sent; including postage 34 cents each.

31 Cash for three copies.

Subscription: \$12 per annum, payable in advance; postage 32.

Hongkong, 11th October, 1910. [1165]

PUBLIC COMPANY

CANTON INSURANCE OFFICE, LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-NINTH ORDINARY MEETING of SHAREHOLDERS will be held at the Office of the undersigned on SATURDAY, the 15th October, at NOON.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to the 15th October, 1910, both days inclusive.

JARDINE, MATHESON & CO., LTD., General Agents, Hongkong, 26th September, 1910. [1110]

NOTICE OF REMOVAL

NOTICE OF REMOVAL

WE have This Day REMOVED our Offices to No. 8, DES VŒUX ROAD CENTRAL, 2nd floor (corner of Ice House St.). WEASER & RAVEN, Architects and Surveyors, Hongkong, 1st October, 1910. [1134]

FOR SALE

REMAINING Portions of MARINE LOTS 31 and 36, at PRAYA EAST. Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD IN LOTS TO SUIT TENANTS OR PURCHASERS.

MARINE LOT NO. 285
EXTENSIVE WATER FRONTRAGE, DEEP WATER.

Apply— G. FENWICK & CO., LTD., ENGINEERS, &c., PRAYA EAST, HONGKONG. Hongkong, 8th June, 1906. [84-163]

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1909.

REVISED BY THE MEMBERS.

PRICE—\$3.

DAILY PRESS OFFICE, Hongkong, 21st February, 1910. [316]

STOCKTAKING SALE.

(FOR 15 DAYS ONLY.)

SILK FANCY GOODS OF ALL KINDS, At Extremely Low Prices.

BARGAINS! BARGAINS! BARGAINS! D. CHELLAHL, 56, QUEEN'S ROAD, Hongkong, 4th October, 1910. [1148]

JUST RECEIVED and FOR SALE for the PRESENT SEASON. From the AGRICULTURAL and HORTICULTURAL ASSOCIATION of LONDON.

A selection of the best varieties of their famous and tested

VEGETABLE and FLOWER SEEDS.

ALSO GARDEN FERTILISERS, BOOKS ON GARDENING, &c., &c., &c.

GRACA & CO., 27, DES VŒUX ROAD, HONGKONG.

NEW CARTRIDGES.

BY popular English Manufacturers. In all Borees and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to SSSG. at \$6, \$7 and \$7.50 per 100, SPORTING REQUISITES and AIR GUNS in Variety.

Inspection invited.

WM. SCHMIDT & CO., Hongkong, 26th October, 1906. [545]

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 mm. with CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS. SIEMSSSEN & CO., Hongkong, 6th March, 1907. [538]

SINGON & CO.

IRON, Steel, Metal and Hardware Merchants, Wholesale and Retail Importers. Big Iron and Foundry Co., Importers. General Storekeepers and Shipchandlers. Nos. 35 & 37, HING LOONG STREET, (2nd St., west of Central Market). Telephone No. 515. [496]

DAVID COESAE & SON'S MERCHANT NAVY NAVY BOILED LONG FLAX RELIANCE CROWN TARPAULING ARNHOLD, KARBERG & CO. Sole Agents.

LABUAN COAL.

NOTICE—THIS COAL can only be obtained from THE LABUAN COALFIELDS CO., LTD., who are prepared to Supply FRESH COAL straight from the Mines Steamers load at the Wharves. Quick Despatch Telegrams: "Labor Labuan."

Apply to— LINSTEAD & DAVIS, 3rd Floor, Alexandra Building, Hongkong, 6th October, 1910. [931]

Commercial Shipping.

Extra copies 30 cents each, Cash.

Copies can be posted from this Office to addresses sent; including postage 34 cents each.

31 Cash for three copies.

Subscription: \$12 per annum, payable in advance; postage 32.

Hongkong, 12th August, 1909. [931]

TO LET

GODOWN, No. 54, DUDDELL STREET.

Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st October, 1910. [188]

TO LET.

"HOMEVILLE," 153, WANCHAI ROAD, TEN ROOMS. Good View of Harbour.

Apply to— ARRAOOTON V. APCAR & CO., 14, Des Vœux Road Central, Hongkong, 24th September, 1910. [1124]

TO LET.

N. 21, CONDUIT ROAD, Clifton Gardens.

Nos. 1 and 2, BOWEN ROAD, lately occupied as Artillery Officer's Quarters. Suitable for Boarding House.

GODOWNS, 151 to 155, PRAYA EAST. OFFICES No. 2, Connaught Road, 3rd Floor.

A HOUSE in Wong Nei Chong Road. OFFICES in YORK BUILDING. No. 10, DES VŒUX ROAD CENTRAL, 1st floor.

SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The Trams stop at the door.

Also New EUROPEAN FLATS, adjoining the new Seaman's Institute, Praya East.

Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st October, 1910. [87]

TO LET.

OFFICES, Hotel Mansions.

Apply to— HENRY HUM

NAPIER JOHNSTONES'
"SQUARE BOTTLE"
WHISKY.



BEWARE OF
THE SAME TODAY AS
IN 1745.
150 YEARS.
UNVARIED FOR
150 YEARS.

SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.,
and from All Wine Merchants. [46]

**MARTIN'S
APIOL & STEEL
SLEEP PILLS**

A French Remedy for all Irritations, Neuralgic Complaints, &c. Martin's Pill in the house, so that the first sign of any Irritation or Neuralgia &c. use them & soon get rid of it. Martin's Pill is the only Remedy throughout the World or post free. M. MARTIN, Chemist, Newmarket, Eng.

**MARTIN'S
APIOL & STEEL
SLEEP PILLS**

MITSU BISHI GOSHI KWAISHA.
(MITSU BISHI CO.)
COAL DEPARTMENT.

SOLE PROPRIETORS of TAKASIMA,
OCHI, MUTABE, HOJO, NAMAZU, SAJO,
SHINNIE and KAMIYAMADA,
Colleries.

SOLE AGENTS for
KISHIDAKE, MIYAO and KIGYO
KOMATSU, Coal.

HEAD OFFICE: MARUNOUCHI,
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SEARCH OFFICES: NAGASAKI,
MOJI, KARATSU, WAKAMATSU,
ROKE, OSAKA, SHANGHAI,
HONGKONG, HANKOW.
Cable address for above: "IWASAKI".
Codes, AI, ABC 5th Ed., Western Union.

AGENCIES:—
YOKOHAMA: M. ASA, Eng.
CHINKIANG: M. GEARING & Co.
MANILA: Messrs. MACDONALD & Co.

For Particulars apply to
H. OISHI,
Manager,
No. 2, Pelder, Street, Hongkong.
Hongkong, 9th January, 1909. [574]

**GRIMAUT'S
SYRUP**
OF
HYPOPHOSPHITE OF LIME
FOR
STUBBORN COUGHS
BRONCHITIS
WEAK LUNGS
CATARRH
CONSUMPTION

ON SALE.
A TABLE OF THE
RATES OF EXCHANGE
AT HONGKONG

FOR
DEMAND DRAFTS ON BOMBAY

On the Day Preceding the Departure of the
English Mail from the Year of the Closing
of the India Mint to the Free Coinage of
Silver.

FROM 1893 TO 1905;

ALSO

RATES FOR SOVEREIGNS, GOLD
LEAF, BAR SILVER (From 1900).
and other Useful Information.

PRICE: \$1 Cash.

On Sale at the "DAILY PRESS" Office, or
Local Booksellers.

**THE JAPANESE TARIFF
QUESTION.**
SOME GENERAL CONSIDERATIONS
(FROM "THE TIMES" SPECIAL CORRESPONDENT IN THE FAR EAST.)

TOKYO, Aug. 24th.
Two words, "autonomy" and "reciprocity," run like a refrain through all Japanese comment on the tariff question, and until the meaning and the import of these expressions are understood it is impossible to appreciate their attitude. British merchants and manufacturers are, naturally enough, concerned only with the increase of the duties levied on British imports into Japan; to the Japanese the question of the actual amount of the duties is only a branch, though doubtless a very important branch, of the tariff question. For the European traders the expiration next year of the 1894 treaties, embodying the conventional tariffs, is only important as involving a considerable increase in the duties which they and their customers have to pay; in Japan the day on which those treaties expire is as early looked forward to as one of the great dates in modern Japanese history, as the day on which the country will attain for the first time to that full international status which, throughout the last 40 years, it has been the ambition and the constant effort of her statesmen to achieve for her.

The first Japanese mission sent abroad, in 1871, had for its object to obtain the restoration of Japan's judicial and fiscal autonomy. The attempt was a failure; and it was not till 1894 that, by the abolition of Consular jurisdiction, the right of Japan to administer justice to all within her boundaries was recognized. Important as that concession was, it did not place her upon a footing of complete equality with other Powers. The commercial treaties concluded at that time limit the tariff autonomy of Japan to such articles as are not included in the conventional tariffs embodied in the treaties, and impose no corresponding restriction on the fiscal autonomy of the other parties to them. In the Japanese view they thus violate the principle of reciprocity that should be observed between Powers of the same standing; they are treated as though they were something might not with one another; their existence is looked upon as a humiliation for Japan; and it is regarded as inconceivable that, when they expire, any Japanese Government should consent to conclude with any other Power any tariff agreement which contained any restriction on the fiscal autonomy of Japan without a corresponding restriction on the fiscal autonomy of the other party to the agreement.

With Great Britain, as Count Komura has explained in a much-quoted and not altogether happy utterance, an agreement of this reciprocal character is taken to be impossible so long as her present system of Free Trade is maintained. To be perfectly candid, an agreement in which tariff concession should be balanced by tariff concession would not be altogether easy even if Great Britain were to abandon Free Trade; for British imports from Japan are trifling in amount and consist almost exclusively of raw materials on which there could be no question of placing any duty.

THE QUESTION OF RECIPROCITY.
In England there seems a tendency to regard the placing of heavy duties on British imports into Japan while Japanese imports are admitted free of duty into Great Britain as in itself a violation of the principle of reciprocity on which the Japanese lay so much stress. That, however, is due to a failure to understand what the Japanese mean by that principle: the Japanese idea and the British idea of reciprocity differ so considerably that it is almost a pity to use the same word to express them. And this by the same

word applies only to tariff matters. A few instances taken almost at random will make the difference clear. Japanese subjects enjoy exactly the same rights of landownership in England as do British subjects; yet no Englishman, or any other foreigner, can own land in Japan; or, rather, to speak quite to the book, the law recently passed by the Diet, while conceding in theory the right of foreigners to own land, suspends that right with so many conditions and restrictions as to render it practically valueless. Again, British law recognizes no distinction between British subjects and foreigners, including Japanese, with regard to the ownership of shares in commercial and industrial enterprises; but Japanese law denies to foreigners, including of course, British subjects, the right of owning shares in a large number of companies, such as the leading banks, that are regarded as having a more or less "national" character. The Nippon Yusen Kaisha and other Japanese steamship companies possess the same right as their British rivals to carry goods and passengers between London, Hongkong, and Singapore, and generally to engage freely in the coasting trade of the British Empire; in Japan the right of British subjects and of other foreigners to participate in the coasting trade is subjected to considerable restrictions.

To most Englishmen these seem instances of anything but reciprocity, but they do not violate the principle as understood by the Japanese. Their view, and it applies equally to tariff matters, may be briefly summarized. Great Britain, like Japan, frames her laws to suit herself; the number of stations amounting to seventy-four, while over six hundred temperature observations were made at various depths.

In the Straits of Gibraltar and to the south of the Azores detailed observations were made with the Elman current-meter. The experiment kept as close as possible to the programme outlined before its departure. Leaving Plymouth in April, and commencing its operations on the west coast of Ireland, the expedition steadily worked its way south to the Atlantic coast of Morocco as far as Cape Bojador.

Then it proceeded to the Azores, via the Canaries and Madeira, after which it crossed the Atlantic to Newfoundland. The homeward voyage was made by the same way.

THE PENETRATION OF LIGHT.
Throughout the voyage both physical and biological observations were constantly made; the number of stations amounting to seventy-four, while over six hundred temperature observations were made at various depths.

In the Straits of Gibraltar and to the south of the Azores detailed observations were made with the Elman current-meter.

With regard to the intensity and light beneath the water, it was found by exposing photographic plates at various depths in the Sargasso Sea that the effect of light was clearly visible at three hundred fathoms (only the blue rays could reach such a depth). At a depth of five hundred fathoms the effect was somewhat less, but at nine hundred fathoms the expedition could trace no influence of light whatever.

TRAWLING 2000 FATHOMS DEEP.
Many new species of deep-sea fishes were brought to light, and it was discovered that pelagic fishes exist at almost all depths. These deep-sea fishes were obtained by tow-nets, and trawls were also utilized at various depths down to 2000 fathoms.

A special trawl was needed to carry on the investigations of the fauna down to 2900 fathoms, but as many as three hundred and thirty deep-sea fishes were caught in a single trawl at five hundred fathoms off the west coast of Ireland.

The results of the biological research work are also exceedingly interesting and incidentally demonstrate the unique opportunities that await the oceanographer, student, or polar explorer in this specific branch of exploring enterprises.

MINUTE PELAGIC PLANTS.
It was found that by means of a steam winch that counterbalanced the weight of the sample of water taken from the Sargasso Sea revealed the presence of excessively minute pelagic plants, such as escape through the meshes of the finest silk nets.

These minute pelagic plants were discovered in large heaps in each litre of water down to about fifty fathoms, while investigations made it possible to observe many new species among them.—*Pall Mall Gazette*.

THE CHINA SQUADRON.

COMMISSIONING OF THE "NEWCASTLE."
The Naval Correspondent of the "London Morning Post" writing on the 21st ult. says:—There is so great a difference in size and force between the *Bedford*, recently wrecked, and the *Newcastle*, which commissioned yesterday to replace her, that the choice of the *Newcastle* for this service has not unnatural attracted a good deal of attention. The *Bedford* was of 9,800 tons, and mounted fourteen six guns, of which nine were available on each broadside. The *Newcastle*, of 4,800 tons, is scarcely half the size, and her broadsides are of considerably less than half the weight: she mounts two six (100-pounds) and ten six (31-pounds), of which the two six and five four form the broadside.

Before the loss of the *Bedford* the Cruiser Squadron on the China Station consisted of the *Minotaur*, a powerful modern "armored cruiser" equal in force, and greatly superior in speed, to the battleships of ten years ago; of the *Bedford*, *Henri*, and *Montmooth*, all sister ships; and of two old second-class cruisers, the *Devon* and *Flora*, ships of 4,360 tons and 19 knots speed, mounting each two six and eight 47-in. guns, with a large number of 12-pounds. These last named were completed sixteen years ago, and it is interesting to compare them with the new ship of the same nominal class. The fast *Newcastle* on a higher displacement carries a somewhat weaker armament.

It is probably safe to state that the *Newcastle* was chosen because there was no other suitable ship available. The original "County" class, to which the *Bedford* belonged, consists of ten ships, of which, as has been seen, two are already in Chinese waters. Seven remain, and in other circumstances it might have been expected that one of these would be sent out. But none of these ships is available. The "improved County" cruisers of the *Dreadnought* class are all but one in the Third Division of the Home Fleet, i.e., in reserve, but the original "County" cruisers are all in active service. Two of them have been fitted as sea-going training ships for cadets, two belong to the Foreign Missions, and much of the discussion which named were completed sixteen years ago, and it is interesting to compare them with the new ship of the same nominal class. The fast *Newcastle* on a higher displacement carries a somewhat weaker armament.

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IMPERIAL SCHOLARSHIPS.

PROPOSED MEMORIAL TO THE KING.
Mr. P. A. Valla writes to the editor of the *Evening Standard* and *St. James's Gazette* as follows:—In recent issues of the *World* there has been outlined an interesting proposal for an Imperial memorial to King Edward VII. In one respect at least I am in hearty agreement with the *World*. No memorial can possibly be adequate that is less than Imperial, and the *World* is taking the right line in striving to educate public opinion in that direction. Roughly speaking, the proposals of the *World* may be put under three heads: The extension of the Rhodes scheme; the converse of it—namely, sending our lads to Colonial universities; and travelling scholarships.

I want to point out briefly what I think are objections to this scheme. The Rhodes scheme is the Rhodes scheme. It is a finished thing, and can hardly be extended—nor, indeed, is it desirable that it should be, for it caters more for individuals than for the Empire. Practically nobody who can send a boy to Oxford or Cambridge will send him to a Colonial university instead. If I am correct in my assertions, this reduces the scheme of the *World* merely to travelling scholarships, and could it be done on a sufficiently large scale it in itself would be a grand memorial, an Empire-binding institution. I am, however, afraid of the man with a little knowledge. For any one man to get a knowledge of the Empire in what is often called "The Grand Tour" is quite an impossibility. That is why, in my scheme for Imperial scholarships (dealt with in the *Evening Standard* and *St. James's Gazette*, in the *Fortnightly Review* for October, 1909, and May, 1910) and since then by the Press of the Empire), I have assigned but a small place to what I commonly call travelling scholarship. But Asiatic competition is a most formidable obstacle to success.

How the Canadian Pacific fisheries have been allowed to drift into the hands of the Asiatics is a long and unpleasant story. The Asiatic was first introduced to the Pacific Coast of Canada as a railway navy. Later he was found useful as a cheap worker in the salmon fisheries. He was not long content, however, to remain as a worker, and soon appeared as the proprietor of a fishing boat, employing fellow-Asiatics and selling his catch to a white cannery. The next step was to establish canneries with Asiatic capital. From that the arrangement of shipping on Asiatic bottoms was easy, and it is a fact that now a great deal of the Canadian salmon catch is handled altogether from the river to the retail dealer in Europe, Australia, South Africa or Asia by Japanese workers and capitalists.

It is time for England to look round, to find out how to make the greatest country in the world good enough for her sons to stay in. She will not learn this until she takes advantage of the knowledge of the world—or of the wealth of practical experience stored up for her throughout the march of the age—the British Empire.

I have been almost everywhere the flag floats again and again—yet I have not begun to see the British Empire; but I have seen enough to realize its majesty, its grandeur, its power; a grandeur and a power that shall endure for all time if we here can only realize what it means and take steps to carry that knowledge to others. It is because I feel

this so strongly that I should heartily assist any scheme such as that suggested by the *World*, for I am convinced that no memorial is worthy unless it be of at least Imperial scope.

I must say, however, that I think the touring part of the scheme should be subordinated, and deal to the residential scholarship. I have in the articles referred to elaborated my ideas on this point. I understand that various schemes are to be put before a committee. It would suggest that schemes similar to mine and the *World* should be considered. Lord Milner is good enough to say that my scheme is at least equal in importance to Cecil Rhodes'. It might possibly form the foundation for an Imperial memorial.

CANADIAN PACIFIC FISHERIES.

THE ASIATIC IN POSSESSION.
The mission with which Sir George Doughty has been entrusted—that of reporting on the possibilities of planting colonies of British fishermen on the West Coast of Canada—was one result of the recent visit to London of Earl Grey, the Canadian Governor-General, writes a correspondent to a London newspaper. "There is no doubt at all about the value of such a settlement if it were found to be possible, and Lord Grey certainly chose in Sir George Doughty the right man to give expert advice on the point. His long connection with the fisheries at Grimsby has given Sir George Doughty an intimate knowledge of the industry. But it is to be feared that it will be found a very difficult task to give practical effect to a good intention. There are surplus fishermen here; there are good livings to be made out of the Canadian Western fisheries; the defence value of a colony of white fishermen 'on' the Canadian Pacific coast would be so great as to make such a colony well worthy of a Government subscription. But Asiatic competition is a most formidable obstacle to success.

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IN ALL SPORT UNSCIENTIFIC!

BOWING AND RIDING METHODS UNKNOWN.

Mr. T. H. Brigg, an engineer, has dropped a thunderbolt into the British Association meeting at Sheffield.

His opportunity was a quiet discussion on the neglect of science by commerce and industry. He declares that not only is science neglected by business men, but scientists themselves, and every one else, are following blindly along trodden paths.

"There is a screw loose somewhere," he states, and in proof of this assertion he can cite a series of startling propositions. After having devoted nearly a quarter of a century to research work he solemnly declares that members of the Oxford and Cambridge crews have all these years been unconsciously violating the simplest laws of applied mechanics and mathematics, with the result that they have limited their propelling powers to the muscular capacity of one leg instead of using both. The methods in use of horse-riding, jumping, swimming, and sprinting on bicycles or on foot from crouched positions are equally unscientific. Our locomotive engines are not designed or constructed on scientific principles, and the 'rule of thumb' prevails in the industry to the danger of the travelling public. Although there are ninety-million horses in the world there is not a scientific text-book showing how to determine the inactive power of any given horse or any given engine. Although every carriage builder knows that one vehicle runs much more easily than another of the same weight, differently suspended, yet no one knows how to resolve and explain the responsible forces.

These are but examples of Mr. Brigg's

"poses."

EXPERTS AT SEA.

"Although the British Association has been advancing science for eighty years," he declares, "I have never yet found a professor who knew the character and magnitude of the forces he exerted in walking at the rate of four miles an hour. I have found men who claim to be the highest authorities, including judges appointed by the Royal Agricultural Society, most indolently contending that horses, when breaking their loads, do so with their hind feet and legs."

"Unless we wake up and replace the inglorious rule of thumb by an intelligent appreciation and trained application of scientific principles we shall inevitably be driven to the wall."

LATEST STEAMER MOVEMENTS.

The *Apoor* str. *Gregory Apoor* from Shanghai and Kobe left Moji on the 8th inst. afternoon, and may be expected here on or about the 13th instant.

The *Barber* Line str. *Shimosa* sailed from New York on the 6th instant for Hongkong via Straits.

The *Dodwell* Line str. *Glazebrook* arrived at Boston on the 7th inst.

The *Dodwell* Line str. *Wray Castle* arrived at Boston on the 7th inst.

The C.R.R. str. *Empress of India*, which left here on the 17th instant, arrived in Vancouver on the 8th inst.

The L.G.M. str. *Derfingher*, which left here on the 5th inst., at noon, arrived at Singapore on the 9th inst., at 4 p.m.

The *Bank Line* str. *Sucette* sailed from Kobe on the 9th instant.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "l.w." together with the number denoting the section.

SECTION 1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATOR.	VESSEL'S NAMES.	FLAG & BIG.	BRIT.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, DUNKIRK & ANTWERP	GLAMORGANSHIRE	Brit. str.	—	H. C. Norris	JARDINE, MATHESON & CO., LTD.	About 12th inst.
LONDON, &c., VIA USUAL PORTS OF CALL	ASSATE	Brit. str.	—	Owen Jones, B.M.R.	P. & O. S. N. CO.	On 15th inst., at Noon
LONDON & ANTWERP VIA SINGAPORE, &c.	NORE	Brit. str.	—	G. Phillips, B.M.R.	P. & O. S. N. CO.	About 19th inst.
COPENHAGEN	TRANQUEBAR	Dan. str.	—	—	MCLOTHERS & CO.	27th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BELOGLAVIA	—	—	Hildebrandt	HAMBURG-AMERICA LINER	31st inst.
BOTTERDAM, HAMBURG & ANTWERP, &c.	SILVIA	—	—	Perzinais	HAMBURG-AMERICA LINER	17th Nov.
HAVRE & HAMBURG VIA STRAITS, &c.	ALESIA	—	—	Habel	HAMBURG-AMERICA LINER	13th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SENEGAMBIA	—	—	Eckhorn	HAMBURG-AMERICA LINER	26th Nov.
AMBENIA	YARRA	—	—	Rehde	HAMBURG-AMERICA LINER	9th Nov.
MARSEILLES, BAVRE & HAMBURG, &c.	YARRA	From str.	—	—	MESSAGERIES MARITIMES	10th Nov.
MARSEILLES & Co., VIA PORTS OF CALL, &c.	IVO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	21st inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	C. FRED. LAEISZ	Ger. str.	k. w.	R. Takeda	HAMBURG-AMERICA LINER	22nd inst.
HAVRE & HAMBURG, VIA STRAITS &c.	HIROKO MARU	Jap. str.	—	Knaisel	NIPPON YUSEN KAISHA	26th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TANGO MARU	Jap. str.	—	H. Fruser	NIPPON YUSEN KAISHA	9th Nov., at D'light
MARSEILLES, GENOA, ALGIERS, GIBRALTAR, &c.	P. F. FRIEDRICH	Ger. str.	—	A. Christiansen	NIPPON YUSEN KAISHA	19th inst., at Noon
AUSTRIA	INDRAVELLI	Aus. str.	—	F. Prosch	MELCHERS & CO.	26th inst., P.M.
INDRAVELLI	INDRAVELLI	Am. str.	—	Reicich	SANDER, WIELKE & CO.	About 21st inst.
INDEBAILAD	W. Gray, Williams	Brit. str.	—	—	SHEWAN, TOME'S & CO.	20th inst.
KUMERIC	G. B. McGill	Brit. str.	—	—	JARDINE, MATHESON & CO., LTD.	29th inst., at 7 A.M.
EMPEROR OF CHINA	DODWELL & CO., LTD.	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	8th Nov., at Noon
MONTRAGLE	DODWELL & CO., LTD.	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	2nd Nov., at Noon
CHICAGO, MARU	I. Goto	Jap. str.	—	—	OKA SHOGEN KAISHA	2nd Nov., at Noon
INABA MARU	K. Kawara	Jap. str.	—	—	OKA SHOGEN KAISHA	2nd Nov., at Noon
TANIBA MARU	K. Sato	Jap. str.	—	—	OKA SHOGEN KAISHA	22nd inst., at Noon
BUYO MARU	M. Yagi	Jap. str.	—	—	NI-PON YUSEN KAISHA	28th inst., at Noon
NIKYO MARU	M. Iseki	Ger. str.	—	—	MELCHERS & CO.	5th Nov., at D'light
PRINZ WILHELM	M. Winckler	Ger. str.	—	—	NI-PON YUSEN KAISHA	25th Nov., at Noon
PRINZ WILHELM	F. Lecke	Ger. str.	—	—	NI-PON YUSEN KAISHA	18th inst.
KANO MARU	F. L. Sommer	Ger. str.	—	—	NI-PON YUSEN KAISHA	13th inst., at 5 P.M.
KUMANO MARU	M. Winckler	Ger. str.	—	—	NI-PON YUSEN KAISHA	26th inst., at Noon
TIJIMA MARU	Bouman	Dut. str.	—	—	—	Quick despatch.
PAOTING	G. Hooker	Brit. str.	1 m.	—	BUTTERFIELD & SWINE	13th inst., at 4 P.M.
KUEICHUNG	V. McClymont-Liddell	Brit. str.	—	—	BUTTERFIELD & SWINE	14th inst., at Noon
CHENGKING	H. G. Walker	Brit. str.	—	—	JARDINE, MATHESON & CO., LTD.	Morrow, at D'light
WINGSHANG	S. J. G. Parsons	Brit. str.	—	—	JARDINE, MATHESON & CO., LTD.	13th inst., at 10 A.M.
BINGO MARU	T. Yamaguchi	Jap. str.	—	—	JARDINE, MATHESON & CO., LTD.	13th inst., at Noon
CHOSHUN MARU	A. E. Sandbach	Brit. str.	1 m.	—	BUTTERFIELD & SWINE	13th inst., at 4 P.M.
HANGSANG	H. Powell	Brit. str.	—	—	P. & O. S. N. CO.	15th inst.
CHENAN	H. W. A. Clarke, E.N.R.	Brit. str.	—	—	P. & O. S. N. CO.	15th inst., at M'night
DEVANHA	C. Lindbergh	Brit. str.	—	—	BUTTERFIELD & SWINE	15th inst.
JAPAN	—	Brit. str.	1 m.	—	OLOF WISE & CO., LTD.	15th inst.
LITAN	—	Brit. str.	—	P. Grotsch	MELCHERS & CO.	19th inst.
PRINCESS ALICE	—	Brit. str.	—	Eckhorn	HAMBURG-AMERICA LINER	21st inst.
SENGAMBIA	—	Brit. str.	k. w.	Charbennel	MESAGERIES MARITIMES	24th inst., P.M.
TONKIN	—	Brit. str.	—	—	JARDINE, MATHESON & CO., LTD.	23rd inst., at Noon
FOONSAM	—	Brit. str.	—	Kodate	HAMBURG-AMERICA LINER	4th Nov.
SUEVIA	—	Brit. str.	k. w.	—	MELCHERS & CO.	6th Dec.
SIAM	—	Dan. str.	—	H. Koops	JAVI-CHINA-JAPAN LINER	Quick despatch.
TIKINI	—	Dan. str.	—	—	OKA SHOGEN KAISHA	To-day, at 4 P.M.
JOSEN MARU	—	Dan. str.	—	Y. Yamamoto	OKA SHOGEN KAISHA	Morrow, at 10 A.M.
DAIGI MARU	—	Dan. str.	—	H. Murayama	OKA SHOGEN KAISHA	To-day, at 2 P.M.
HATUM	—	Dan. str.	2 h.	A. H. Stewart	DOUGLAS, LAPRAIK & CO.	To-day, at 11 A.M.
HATTAN	—	Dan. str.	2 h.	J. W. Evans	DOUGLAS, LAPRAIK & CO.	14th inst., at 11 A.M.
HAICHING	—	Dan. str.	2 h.	—	DOUGLAS, LAPRAIK & CO.	18th inst., at 11 A.M.
CHIHLI	—	Dan. str.	1 m.	W. C. Passmore	DOUGLAS, LAPRAIK & CO.	14th inst., at 11 A.M.
TEAN	—	Dan. str.	1 m.	J. Warrack	BUTTERFIELD &	

SHIPPING.

ARRIVALS.

CHILDAH, Norwegian str., 1,102, H. Nelson, 10th Oct.—Bangkok 3rd Oct., General—Angard, Thoresen & Co.
DUMIMA, French str., 5,926, A. R. Robust, 10th Oct.—Marsella, 11th Sept., Mails and General—Messageries Maritimes.
HONG WAN I, British str., 2,060, Jas. H. Hainsworth, 9th Oct.—Strait 4th October, General—Joe Teek Sing.
HUPPE, British str., 1,276, H. Mathias, 9th Oct.—Wakamatsu in Swatow 8th Oct., Coal—Butterfield & Swire.
IHO MARU, Japanese str., 2,345, Takao, 10th October—Shanghai 7th October, General—Nippon Yusen Kaisha.
KAFONG, British str., 980, J. Warrack, 10th Oct.—Diois 30th Sept. and Cebu 5th Oct., Sugar, Copra and Hemp—Butterfield & Swire.
LOKHANG, British str., 978, Bowker, 10th Oct.—Newchwang via Chueo 3rd October, General—Jardine, Matheson & Co.
MICHAEL JENSEN, German str., 900, F. Petersen, 10th Oct.—Hoishow 9th Oct., General—Johnson & Co.
SIBERIA, American str., 5,655, A. Zender, 10th October—San Francisco 13th September, General—P. M. S. S. Co.
TOULON, French str., 782, E. de Catalogne, 9th Oct.—Haiphong 7th October, General—Messageries Maritimes.
VANNA, French str., 4,141, M. G. Historcilli, 10th Oct.—Shanghai 7th Oct., General—Messageries Maritimes.
ZAPPA, British str., 1,618, A. Fraser, 10th October—Manila 8th October, General—Shewan, Tomes & Co.

CLEARANCES.
AT THE HARBOUR MASTER'S OFFICE.
10th October.

Aragonia, German str., for Shanghai.
Cheungking, British str., for Canton.
Daiji Maru, Japanese str., for Swatow.
Dryfus, Norwegian str., for Swatow.
Haiyan, British str., for Swatow.
Hanoi, French str., for Hoishow.
Hong Wan I, British str., for Amoy.
Indai Maru, Japanese str., for Shanghai.
Lokang, British str., for Canton.
Michael Jenson, German str., for Swatow.
Wingang, British str., for Shanghai.
Yarra, French str., for Europe, &c.

DEPARTURES.
10th October.

CHENAN, British str., for Shanghai.
DUMIMA, French str., for Shanghai.
TELEMACHUS, British str., for Saigon.

SHIPPING REPORTS.
The British str. *Hong Wan I* reports: Fine weather throughout.
The British str. *Lokang* reports: Fine weather throughout, moderate N.E. monsoon.
The British str. *Huppe* reports: Light to moderate N.Easterly winds and sea throughout.

VESSELS IN DOCK.

September 26th.
TAIKOO DOCK.—Union.

VESSELS EXPECTED.

THE INDIAN MAIL.
The Apar str. *Arrington* departs from Calcutta left Singapore on the 7th instant and may be expected here to-morrow.

THE ENGLISH MAIL.
The P. & O. S. N. Co.'s str. *Despatch* left Singapore for this port on the 8th instant, at 8.30 a.m., with the outward English Mails, and is due here on the 13th instant, at about 6 a.m.

THE AUSTRALIAN MAIL.
The L.G.M. str. *Prins Wadden* left Sydney on the 24th ult., at 11 a.m., and may be expected here on or about the 16th instant.

The E. & A. str. *Empire* left Sydney on the 28th ult. for this port, via Queenland Ports, Timor and Manila, and is due here on 21st inst.

THE AMERICAN MAIL.

The P.M. str. *China* left Yokohama on the 9th instant for Hongkong, and is due here on the 18th instant.

The P.M. str. *Manchuria* sailed from San Francisco on the 27th ultime for Hongkong; via Honolulu, Japan and Manila, and is due to arrive at Hongkong on the 28th instant.

The T.K.K. str. *Chigo Maru* sailed from San Francisco on the 4th inst. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 1st prox.

THE CANADIAN MAIL.

The C.P.R. Co.'s str. *Montague* arrived at Yokohama at 6 p.m. on the 8th instant, and left again at 10 a.m. on Sunday for Kobe, where she was due to arrive at 4 p.m. on the 10 inst.

The C.P.R. Co.'s str. *Empress of China* left Vancouver for Hongkong, via usual ports of call on the 28th ult. a.m.

NECHANT STEAMERS.

The H.-A. Linie str. *Alecia* left Shanghai on the 8th instant a.m., and may be expected here to-day.

The N.Y.K. str. *Komo Maru* (European Line) left Singapore for this port on the 7th instant, and is expected here to-morrow.

The Moen Linie str. *Sik* sailed from the United Kingdom for Hongkong via Straits on the 3rd ultime.

The Barber Linie str. *Sarouge* sailed from New York on the 21st ultime for Hongkong, via the Straits.

The T.K.K. str. *Hongkong Maru* sailed from Calao on the 3rd instant for this port, via the usual ports of call.

The P. & A. str. *Selja* is due to arrive at this port on the 14th instant.

The G.N. str. *Minnesota* left Kobe for this port via Nagasaki and Manila on the 8th inst., and is expected here on the 21st instant.

The O.S.K. str. *Chicago Maru* from Tacoma left Yokohama for this port via Kobe, Nagasaki and Manila on the 9th instant, and is expected here on or about the 23rd instant.

The Eng. Hok Fong S.S. Co.'s str. *Persia* sailed from Guaymas, Mexico, on the 27th ult. p.m., and is due here on or about the 25th inst.

STEAMERS PASSED THE CANAL.

Sept. 16th—Dumbur, Japan, Kano Maru, Laertes, Peraus, Sik, Wenzel, 20th—Peking, Poona, Senegambia, 23rd—Benzwisch, Kawachi Maru, Namur, Patroclus, 27th—Benavon, Konang, St. Sueria, Sunda, 30th—Carmarthenshire, India, Qafra, Orestes, Princes Alice, Seneca, Tonkin, Oct. 4th—Aki Maru, Braemar, Breconshire, Erzherzog Frans Ferdinand, Glenroy, Szenica, Stentor, 7th—Ceylon, Kintuck, Ville de la Ciotat.

ARRIVALS AT HOME.

Oct. 7th—Goeben, Hitachi Maru, Polyphemus.

CANADIAN PACIFIC RAILWAY CO'S
ROYAL MAIL STEAMSHIP LINE.
"EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS OCEAN TRAVEL

From Hongkong. From Quebec.
"EMPEROR OF CHINA" SAT., 29th Oct. "ALLAN LINE" FRIDAY, 25th Nov.
"MONTEAGLE" TUESDAY, 30th Nov. From St. John, N.B.
"EMPEROR OF INDIA" SAT., 19th Nov. "EMPEROR OF BRITAIN" FRI., 16th Dec.
"EMPEROR OF JAPAN" SAT., 17th Dec. "ALLEN LINE" FRIDAY, 13th Jan.
"EMPEROR OF CHINA" SAT., 14th Jan. "ALLAN LINE" FRIDAY, 10th Feb.
"MONTEAGLE" WEDNESDAY, 25th Jan.

"Emperor" Steamships leave HONGKONG at 7 A.M.
"Monteagle" at 12 NOON.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN or QUEBEC with the Company's New Pacific Express.

"EMPEROR" Steamship, 14,500 tons register, thus providing a comfortable and speedy

through route to Europe.

The "EMPEROR" steamers on the Pacific and on the Atlantic are equipped

with the Marconi Wireless apparatus.

Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York £71.10

Intermediate on Steamers] £43 " " 245.

and 1st Class Railway " " 245.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China,
Corner Pedder Street and Praya, opposite Blake Pier

PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.
HOMeward PASSENGER SEASON 1911.
PROPOSED SAILINGS OF MAIL STEAMERS
FOR
MARSEILLES AND LONDON.
TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Plymouth (London 1 day later)	STEAMERS	TO SAIL
Steamer	Tons	1 P.M. SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
DELHI	8000	February 4	MANTUA	11000	March 4	March 10
ACADIA	7000	February 18	MALWA	11000	March 18	March 24
ASSAYE	7500	March 4	MACEDONIA	10500	April 1	April 7
MARMORA	10500	March 18	(Through Steamer calling at BOMBAY)		April 15	April 21
DEVANHA	8000	April 1	MOLDAVIA	10000	April 29	May 5
DELHI	8000	April 15	MONGOLIA	10000	May 13	May 19
ASSAYE	7500	April 29	MOREA	11000	May 27	June 2
DELTA	8000	May 15	MOLTAGAN	10000	June 10	June 16

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of booking.

FARES TO LONDON (including Surtax):

1st SALOON £71.10 SINGLE £106.14 RETURN.

2nd £48.8 " 27.12 "

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR LONDON

CARRYING SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG	Due LONDON
	about	about
SUNDA	4700	January 25
NUBIA	5900	February 8
SYRIA	6660	March 8
NORE	6700	March 22
PALAWAN	4703	April 5
BORNEO	4600	April 19
SICILIA	6700	May 3
SUMATRA	4600	May 31
NILE	6700	June 14

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON (including Surtax):

1st SALOON £55.00 SINGLE £82.10 RETURN.

2nd £38.10 " £57.4 "

* Carry 1st and 2nd Saloon Passengers.

For further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.

1002]

Steamer.	Tons.	Captain.	To Sail on or About
KUMERIC	6,232	G. B. McGill	20th October.
AYMERIC	4,362	J. Boyd	20th November.

Calling at Amoy and Keelung if sufficient inducement offers.

* These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PROPOSED SAILINGS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED,
GENERAL AGENTS,
QUEEN'S BUILDINGS.

Hongkong, 9th September, 1910.

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DEVANHA	About 13th Oct.	Freight and Passage.
LONDON via USUAL PORTS	ASSAYE	Noon, 15th Oct.	See Special Advertisement.
SHANGHAI, MOJI, KOBE, JAPAN and YOKOHAMA	ANG. COLOMBO, PORT SAID and MARSEILLES	About 15th Oct.	Freight only.
LONDON and ANTWERP	NORE	About 19th Oct.	Freight and Passage.
VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	CAPT. G. PHILLIPS	Oct.	Freight only.

For Further Particulars, apply to

E. HEWETT,
Superintendent

Hongkong, 11th October, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMER	TO SAIL
MANILA	"TEAN"	On 11th Oct., 4 P.M.
CHEFOO & NEWCHWANG	"PAOTING"	On 13th Oct., 4 P.M.
ILOCIO & CEBU via AMOY	"KAIFONG"	On 13th Oct., 4 P.M.
SHANGHAI	"CHENAN"	On 13th Oct., 4 P.M.
HAIPHONG	"CHIHLI"	On 14th Oct., 10 A.M.
SHANGHAI	"LINAN"	On 15th Oct., Mid-night
CHEFOO & TIENSIN	"KUEICHOW"	On 18th Oct., 4 P.M.
MANILA	"TAMING"	On 18th Oct., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Two Weeks.

S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, A duly qualified Surgeon is carried REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

SHANGHAI LINE

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUL", "CHENAN", "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN. For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS. 10

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOCK

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
COPENHAGEN	"TRANQUEBAR"	On 27th October.
SHANGHAI, YOKOHAMA and KOBE "SIAM"	"SIAM"	On 6th December.

For Further Particulars apply to MELCHERS & CO., AGENTS. 16

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

Occupying 9 to 10 Days.

STEAMERS	CAPTAIN	LEAVING.
"HAITAN"	Capt. J. W. Evans	TUESDAY, 11th Oct., at 11 A.M.
"HAIYANG"	Capt. A. E. H. Digges	FRIDAY, 14th Oct., at 11 A.M.
"HAICHING"	Capt. W. C. Pasmore	TUESDAY, 18th Oct., at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

HAIMUN" Capt. A. H. Stewart WED'DAY, 12th Oct., at 11 A.M. Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & CO., GENERAL MANAGERS.

Hongkong, 8th October 1910.

INDO-CHINA S. NAV. CO., LTD.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WINGSANG"	Wednesday, 12th Oct., D'light.
SHANGHAI	"HANGSANG"	Thursday, 13th Oct., Noon.
TIENSIN	"CHEONGSHING"	Friday, 14th Oct., Noon.
MANILA	"LOONGSANG"	Friday, 14th Oct., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Saturday, 15th Oct., Noon.
SANDAKAN via JESSELTION	"MAUSANG"	Sunday, 16th Oct., D'light.
MANILA	"YUENSANG"	Friday, 21st Oct., 4 P.M.
SHANGHAI, KOBE & MOJI	"FOOKSANG"	Friday, 28th Oct., Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG", "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Taking cargo on through Bills of Lading to Kudat, Labuan, Datu, Simporna, Two Usukan, Jesselton and Labuan.

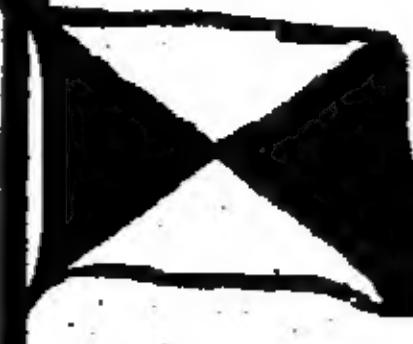
Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., GENERAL MANAGER.

Hongkong, 11th October, 1910.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.



STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	A. Fraser	Manila	On 15th Oct., Noon.
RUBI	2540	R. Hodges	Manila	On 22nd Oct., Noon.
For Freight or Passage apply to Hongkong, 9th October, 1910			SHEWAN, TOMES & CO.	General Managers.

12

SHEWAN, TOMES & CO. General Managers.

MUSICAL INSTRUMENTS AND STRINGS.

VIOLINS, GUITARS, MANDOLINES, and other STRINGED INSTRUMENTS.
ALL WOOD and BRASS WIND INSTRUMENTS.
ALUMINUM MANDOLINES FOR HOT CLIMATES.
NOVELTIES OF FITTINGS and STRINGS.

GEBRUEDER SCHUSTER, MARKNEUKIRCHEN 76, GERMANY.
For particulars, Catalogues and Samples apply to the Sole Representative for China:

HUGO C. A. FROMM,
HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The Devanah, with the English mail of the 16th ult., left Singapore on Saturday, the 8th inst., at 8.30 a.m., and may be expected here on Thursday, the 13th inst., at about 6 a.m. This packet brings the parcel mails closed in London for despatch by the all sea route on the 7th of September, and for despatch overland on the 14th of September.

FOR	PER	DATE
Hollow and Haiphong		Tuesday, 11th, 9.00 A.M.
Swatow and Deli		Tuesday, 11th, 9.00 A.M.
Swatow, Amoy and Foochow		Tuesday, 11th, 10.15 A.M.
Shanghai, Taku, Dalmu, Chemulpo, Nagasaki, Noji and Kobe		Tuesday, 11th, 10.00 A.M.
Shanghai, Moji, Kobe, Yokkaichi, Yokohama, Victoria and Seattle		Tuesday, 11th, 10.00 A.M.
SIBERIAN MAIL TO EUROPE		

EUROPE, &c., INDIA VIA TUTICORIN.
(Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.)
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.

Swatow, Amoy and Tamsui		Daigai Maru	Tuesday, 11th, 1.00 P.M.
Macao		Sui Tai	Tuesday, 11th, 1.15 P.M.
Manila		Tear	Tuesday, 11th, 3.00 P.M.
Shanghai, Nagasaki, Moji, Kobe and Yokohama		Monmouthshire	Tuesday, 11th, 3.00 P.M.
Takao		Joshin Maru	Tuesday, 11th, 4.00 P.M.
Amoy		Hong Wan I	Tuesday, 11th, 4.00 P.M.
Saigon		Quarta	Tuesday, 11th, 5.00 P.M.
Saigon		Chungsang	Tuesday, 11th, 5.00 P.M.
Shanghai		Wingsang	Tuesday, 11th, 5.00 P.M.
Singapore, Penang and Colombo		Iyo Maru	Tuesday, 11th, 5.00 P.M.

Fort Bayard and Haiphong		Touareg	Wednesday, 12th, 8.00 A.M.
Swatow, Amoy and Arping		Sodhi Maru	Wednesday, 12th, 9.00 A.M.
Swatow		Huihuan	Wednesday, 12th, 10.00 A.M.
Bangkok		Rejali	Wednesday, 12th, Noon.
Macao		Sui Tai	Wednesday, 12th, 1.15 P.M.
Swatow, Amoy, Foochow and Shanghai		Chongsang	Wednesday, 12th, 1.15 P.M.
Shanghai		Sui Tai	Wednesday, 12th, 3.00 P.M.
Macao		Peotang	Wednesday, 12th, 3.00 P.M.
Chéfoo and Newchwang		Chenan	Wednesday, 12th, 3.00 P.M.
Shanghai		Kayfong	Wednesday, 12th, 4.00 P.M.
Amoy, Hsiau and Cabu		Kamo Maru	Wednesday, 12th, 4.00 P.M.
Kobe and Yokohama		Chihli	Wednesday, 12th, 4.00 P.M.
Haiphong, Amoy and Foochow		Haiyang	Wednesday, 12th, 4.00 P.M.
Tientsin		Cheongshing	Wednesday, 12th, 4.00 P.M.
Macao		Sui Tai	Wednesday, 12th, 4.00 P.M.
Manila		Loongsang	Wednesday, 12th, 4.00 P.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU & SAN FRANCISCO		Nippon Maru	Wednesday, 12th, 4.00 P.M.
SIBERIAN MAIL TO EUROPE			

Singapore, Penang and Calcutta		Kumsang	Wednesday, 12th, 4.00 P.M.
Manila		Zapiro	Wednesday, 12th, 4.00 P.M.
Shanghai		Tikin	Wednesday, 12th, 4.00 P.M.
EUROPE, &c., India via TUTICORIN			
(Late Letters 11.00 A.M. to NOON Extra Postage 10 cents.)			

(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

The parcel mail will be closed on Friday, the 14th inst., at 5 P.M.

Macao

Jesselton and Sandakan

Shanghai

SIBERIAN MAIL TO EUROPE

Linan

Haiching

Auerchow

Taming

Thursday 14. Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle

Aldeham

Wednesday, 19th, 10.00 A.M.

THE "PETTER" PATENT. HANDY-MAN" OIL ENGINES.

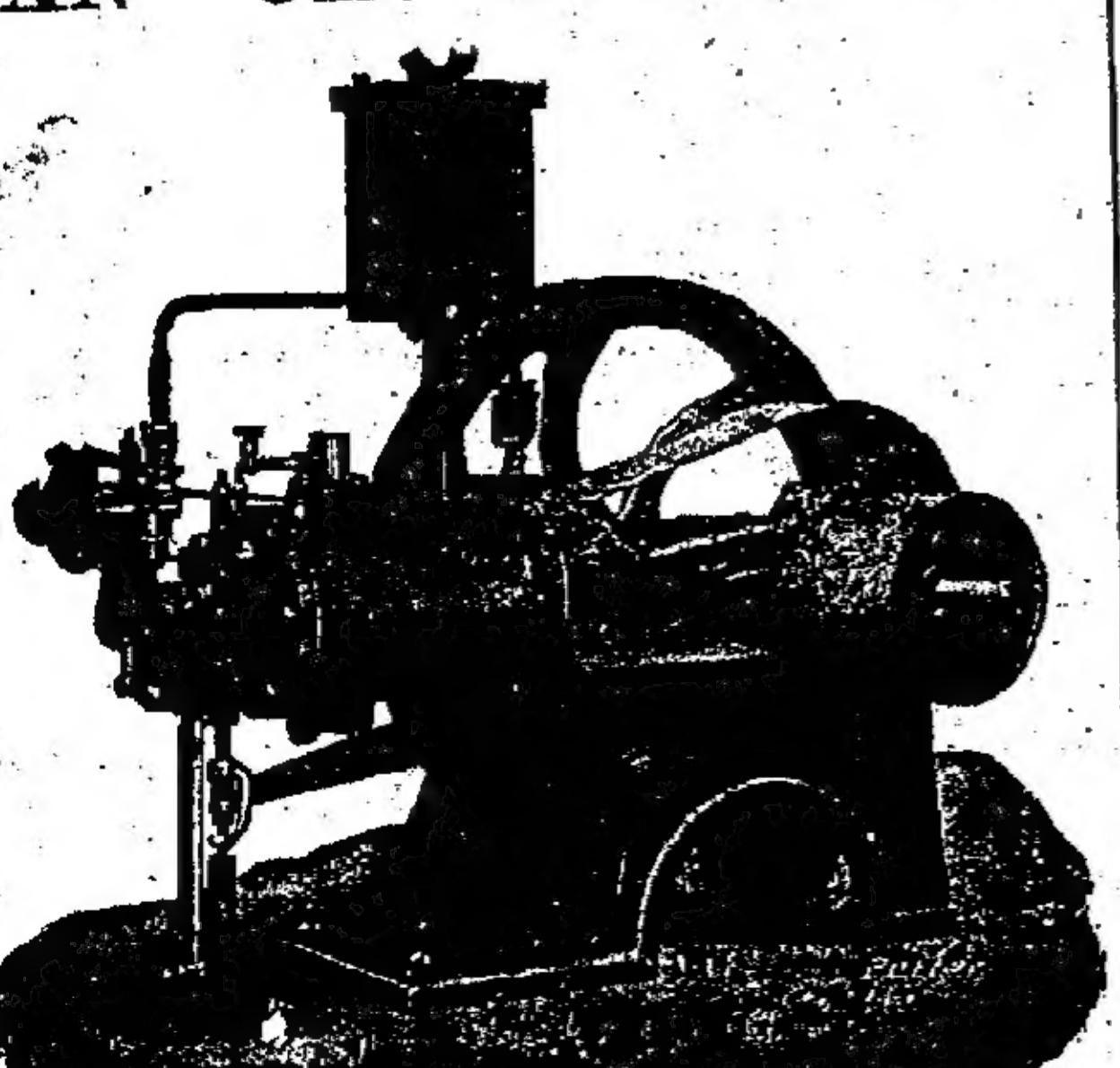
The simplest, safest and most economical

Oil Engine for driving

DAIY MACHINERY, CHAFF CUTTING, GRINDING, SAWING, PUMPING, and all kinds of Farm Work.

Starts in five minutes from cold.

No Lamp or external flame after starting.



SOLE AGENTS:

WILLIAM C. JACK & CO., LTD.,
ELECTRICAL AND MECHANICAL ENGINEERS.
14, DES VIEUX ROAD CENTRAL, HONGKONG.

COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

October 10th.

ON LONDON:—
Telegraphic Transfer 191
Bank Bills, on demand 191
Bank Bills, at 30 days' sight 191
Bank Bills, at 4 months' sight 191
Credits, at 4 months' sight 191
Documentary Bills 4 months' sight 191

ON PARIS:—
Bank Bills, on demand 228
Credits, at 4 months' sight 232

ON GERMANY:—
On demand 186

ON NEW YORK:—
Bank Bills, on demand 441
Credits, at 60 days' sight 431

ON BOMBAY:—
Telegraphic Transfer 135
Bank, on demand 135

ON CALCUTTA:—
Telegraphic Transfer 135
Bank, on demand 135

ON SHANGHAI:—
Bank, at sight 734
Private, 30 days' sight 748

ON YOKOHAMA:—On demand 89

ON MANILA:—On demand 89

ON SINGAPORE:—On demand 778

ON BATAVIA:—On demand 1091

ON HAIPHONG:—On demand 14 1/2 pm.

ON SAIGON:—On demand 1 1/2 pm.

ON BANGKOK:—On demand 254

SOVEREIGN, Bank's Buying Rate \$11.00

GOLD LEAF, 100 fine, per tael 257.40

BAK SILVER, per oz. 254

SUBSIDIARY COINS:—
per cent.

Chinese 20 cents pieces 24.13 discount

Chinese 10 24.60

Hongkong 20 23.97

Hongkong 10 24.55

THE CELEBRATED

"THREE CASTLES"

Are manufactured in Bristol from the finest grades of Virginia Tobacco with all the skill which W. D. & H. O. WILLS have acquired during the 200 years which have elapsed since their business was established.

MANUFACTURED IN TWO STRENGTHS

Mild (green label). Medium (yellow label).

50 Cents Per Tin of 50.

ALSO

"MAGNUMS" 75 cents per tin of 50.

CUTLER, PALMER & CO..

WINE & SPIRIT MERCHANTS

OF

London, India, China, Japan and Australia.

ESTABLISHED 1815.

LONDON ADDRESS:

3A, NEW LONDON STREET, MARK LANE, LONDON, E.C.

BENEDICTINE, D.O.M. \$49.50 for 1 doz. Quarts.
\$51.50 " 2 " Pints.

BRANDY ★★★ \$31.00

★★★ \$28.25

★★★ \$25.00

"IMPERIAL WHISKY" \$19.75

(A MAGNIFICENT BRAND, SPECIALLY SELECTED FOR THE FAR EAST.)

WHISKY, FALL MALL \$26.00

WHISKY, JOHNNIE WALKER'S \$18.25

OLD HIGHLAND, WHITE LABEL

WHISKY, DO. SPECIAL RED \$24.50

WHISKY, C. P. & CO.'S "SPECIAL BLEND" \$16.25

PORT WINE, INVALIDS \$24.75

PORT WINE, DOURO \$18.00

SHERRY, LA TORRE \$20.50

SHERRY, AMOROSO \$24.75

THESE PRICES ARE INCLUSIVE OF DUTY.

THE ABOVE ARE EXCLUSIVELY SHIPPED TO